

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY	Hungary	REPORT		50X1
SUBJECT	Military Airfield and Repairshop at Szekesfehervar	DATE DISTR.	20 SEP 1957	
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1. An airfield is located about three kilometers from Szekesfehervar, 500 meters from the road between the town and Lake Balaton, and a few meters from the railroad line between the two locations. The airfield, separated from the rail line by a stone wall, is bordered by trees on the other sides.
2. The airfield is two kilometers long and 800 meters wide. Since its natural surface is hard enough to permit landings and take-offs, the only covered areas are two aprons in front of the hangars and workshops.
3. Since 1945 the only change in this pre-war field has been the extension and renovation of workshops (see No. 16 on attached sketch).
4. There are normally about 40 aircraft on the field. Until 1955 no jet aircraft were observed at the field, nor were measures taken to prepare the field for aircraft of this type. The following aircraft were observed at the field:
  - a. Single-engine piston fighter planes of Soviet make called "Vercse" (Sparrow Hawk) in Hungarian. They have V.K. 107 engines. 1 and 2
  - b. Single-engine piston long-range reconnaissance planes of the TO-1 type with MI-1 engines (sic).<sup>3</sup>
  - c. TO-2 twin-engine bombers.<sup>4</sup>Both the latter type are called "Parduc" (Panther) in Hungarian.
5. The repairshop, which occupies an area of 800 x 500 meters, has the following buildings:
  - a. Main hangar with a capacity of 700 aircraft, where planes are dismantled before repair and reassembled afterwards. The hangar was renovated at the end of World War II.
  - b. An installation for breaking in engines after a general overhaul, the construction of which was completed in 1954. It measures 35 x 10 meters,

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and has 22-meter towers at either end for air intake and exhaust. All of its equipment is of Soviet make, and the installation was supposed to have been equipped to handle ten jet engines. Two engines can be broken in simultaneously, and the required time is 15 hours.

- c. A range for tests of aircraft armament prior to take-off, which was built in 1955.
  - d. Electricity plant with two diesel engines, which was constructed in 1951-1952.
  - e. An old building adjacent to the entrance for administrative employees.
  - f. A structure, built in 1951-1952, also for administrative employees.
  - g. The engine-repair workshop, which has about 80 employees, comprising 40 engine-assembly experts and 40 assistants. A pre-war building, it was enlarged in 1951-1952.
  - h. The propeller plant, built in 1951-1952, is equipped throughout with Soviet machinery. It has repaired the propellers of various Soviet bloc aircraft.
  - i. A plant which manufactures landing gear. It was extended and renovated in 1952-1952. Its second story houses repairshops for radio sets and measuring instruments.
  - j. A repairshop for various aircraft parts. An additional floor recently added to the post-war structure houses a recreation room, and several dressing rooms.
6. Apart from all kinds of repairs and assembly of aircraft from parts of old and otherwise unserviceable aircraft, the repairshop is engaged in manufacturing the following parts:
- a. Pistons and accessories
  - b. Connecting rods
  - c. Connecting-rod bearings
  - d. Crankshafts
  - e. Various toothed wheels
7. Ten general repairs, in addition to minor work, are carried out each month.
8. The repairshop employs about 600 workers, including 12 Soviet engineers who live in the nearby town with their families. Each of them also has an apartment on Falk Miksa Street, Budapest, as well as a private B.M.W. car and chauffeur. In addition to the salary deposited for them in the USSR, they receive 5,000 forints monthly. There are also 22 translators engaged in translating Soviet material on aircraft repair. Available to them are about 250 volumes, each

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containing 400 pages, and 40 volumes with sketches of motor and plane parts, instruments, and tools used in repair work. The description of repair procedures is ridiculously detailed and, for example, tells how to hold certain tools and when to wipe hands, etc.

9. The following are a sketch of the Szekesfehervar airfield and a key to sketch:

Legend to sketch

1. Szekesfehervar-Balaton Road
2. Szekesfehervar-Balaton railroad
3. Road leading to the aircraft repairshop area
4. Entrance to repairshop
- 5 and 6. Office buildings
7. Electricity plant
8. Motor repairshop
9. Propeller manufacturing plant (Legcsavarusem)
10. Landing gear plant (Futomu)
11. Repairshop for various aircraft parts
12. Hangars for dismantling and reassembling of aircraft with concrete apron in front.
13. Installation for breaking-in of motors after general overhaul (Fekapd)
14. Range for testing aircraft armament.
15. Aircraft fuel stations
16. Ten workshops with concrete apron in front
17. Entrance to airfield.
18. Barracks
19. Garages for buses for employees

----->----->----->----->-----direction of take-off

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1. Comment: The "Vercse" has one serious disadvantage: Whenever the engine has not been used for a three-hour period, oil drains from the oil grooves into the carter (sic), meaning that when the engine is started the old oil has to be redrawn into the grooves by means of a special pump. (The airfield has a special unit just for this purpose.) Otherwise the plane would crash on take-off.

Comments:

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2. Possibly the Frank (YAK-9).
3. Not further identified.
4. Possibly the Bat (TU-2).

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